

Message Text

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ORIGIN EUR-25

INFO OCT-01 DOTE-00 NSC-10 AID-20 CEQ-02 CIAE-00 COA-02

COME-00 DODE-00 EB-11 EPA-04 INR-10 IO-12 L-03 NSF-04

NSAE-00 PM-09 RSC-01 SCI-06 SS-14 OST-04 INT-08

INRE-00 ADP-00 PA-03 USIA-12 PRS-01 NEA-10 HEW-08

EA-11 /191 R

66660

DRAFTED BY: DOT/ NHTSA: JBURKE: EUR/ RPM: CHSANDERS

APPROVED BY: EUR/ RPM: CHSANDERS

DESIRED DISTRIBUTION: WHITE HOUSE: MR. HODSOLL

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TO AMEMBASSY OTTAWA PRIORITY

INFO USMISSION NATO

UNCLAS STATE 058341

E. O. 11652: N/ A

TAGS: SENV, NATO

SUBJECT: CCMS: APRIL PLENARY - ESV AND LPPSDEXHIBIT

FOLLOWING IS TEXT OF CCMS HANDOUT ON COMBINED ESV/ LPPSD EXHIBIT, AS WELL AS TEXT OF ADDITIONAL HANDOUT ON ESV PROJECT, WHICH WILL BE USED IN CONJUNCTION WITH EXHIBIT. PLEASE CONVEY ASAP TO EXTAFF/ CAMPBELL FOR TRANSLATION INTO FRENCH AS AGREED. DOT/ NHTSA IS PRODUCING ENGLISH LANGUAGE VERSIONS HERE AND WILL DELIVER 5000 COPIES TO OTTAWA IN TIME FOR EXHIBIT. EPA (SMITH) IS PROVIDING SEPARATELY TO EMBASSY (JOHNSTONE) THE TEXTS OF SIMILAR HANDOUTS THEY HAVE IN PREPARATION ON AIR POLLUTION PILOT STUDY AND LPPSD AND ARE IN TELEPHONE CONTACT WITH EMBASSY RE FRENCH TRANSLATION IN OTTAWA. EPA ALSO FURNISHING 5000 COPIES OF ENGLISH VERSION. DEPT SENDING SAMPLE HANDOUT TO EMBASSY UNCLASSIFIED

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SHOWING NATO/ CCMS EMBLEM AS BEING USED ON ENGLISH- LANGUAGE VERSIONS BEING PRODUCED HERE- BEGIN TEXT CCMS HANDOUT:

NATO
COMMITTEE ON THE
CHALLENGES OF MODERN SOCIETY

EXHIBIT EXPERIMENTAL SAFETY VEHICLES AND LOW
POLLUTION POWER SYSTEMS AT APRIL 1973 CCMS PLENARY
OTTAWA, CANADA

THIS EXHIBIT REPRESENTS EXPERIMENTAL SAFETY VEHICLES AND
LOW- POLLUTION POWER SYSTEMS BEING DEVELOPED AS A PART OF
THE ROAD SAFETY AND AIR POLLUTION PILOT STUDIES OF THE NATO
COMMITTEE ON THE CHALLENGES OF MODERN SOCIETY (CCMS).

ORIGINS OF CCMS: IN 1969, RESPONDING TO A US INITIATIVE
CALLING ON NATO TO ACQUIRE A NEW SOCIAL DIMENSION, TO DEAL
WITH THE QUALITY OF LIFE IN THIS FINAL THIRD OF THE
TWENTIETH CENTURY, CCMS WAS DIRECTED "... TO IMPROVE IN
EVERY PRACTICAL WAY THE EXCHANGE OF VIEWS AND EXPERIENCE
AMONG THE ALLIED COUNTRIES IN THE TASK OF CREATING A
BETTER ENVIRONMENT FOR THEIR SOCIETIES, AND TO CONSIDER
SPECIFIC PROBLEMS... WITH THE DELIBERATE OBJECTIVE OF
STIMULATING ACTION BY MEMBER GOVERNMENTS..."

THE PILOT STUDY APPROACH TO ACTION: IN PURSUING THIS
OBJECTIVE OF STIMULATING GOVERNMENT ACTION, CCMS HAS
DEVELOPED AN INNOVATIVE NEW APPROACH UNDER WHICH ONE NATO
MEMBER AS " PILOT" ASSUMES INDIVIDUAL RESPONSIBILITY TO
UNDERTAKE AND COMPLETE A PROGRAM, WITH ONE OR MORE
NATO ALLIES AS " CO- PILOT." AS CAN BE SEEN IN THIS
EXHIBIT, THE AUTOMOTIVE INDUSTRY IS DEEPLY INVOLVED.

CCMS IS CURRENTLY CONCERNED WITH NINE PILOT STUDIES:

ADVANCED HEALTH CARE DELIVERY SYSTEMS	DISASTER ASSIS- TANCE
ADVANCED WASTE WATER TREAT- MENT	ENVIRONMENT AND REGIONAL PLANNING
AIR POLLUTION	INLAND WATER

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POLLUTION
COASTAL WATER POLLUTION ROAD SAFETY
URBAN TRANSPORTATION

AIR POLLUTION PILOT STUDY: THE AIR POLLUTION PILOT STUDY
IS LED BY THE US (ENVIRONMENT PROTECTION AGENCY), AND
INVOLVES FRANCE, GERMANY, ITALY, NETHERLANDS, NORWAY, AND
TURKEY. ISRAEL IS AN OBSERVER. IT IS AN ACTION PROGRAM
DESIGNED TO DEMONSTRATE AND ENCOURAGE THE UTILIZATION OF
A SYSTEMS APPROACH FOR THE DEVELOPMENT OF LONG- RANGE AIR
QUALITY MANAGEMENT PROGRAMS.

THIS SYSTEM APPROACH INVOLVES:

ASSESSMENT OF AIR QUALITY IN URBAN REGIONS - ANKARA, FRANKFURT, MILAN, TURIN, OSLO, ROTTERDAM AND ST. LOUIS.

PROMULGATION OF AIR QUALITY CRITERIA - SULFUR OXIDES, PARTICULATES, CARBON MONOXIDE, HYDROCARBONS, OXIDANTS AND NITROGEN DIOXIDE.

PUBLICATION OF DOCUMENTS ON AVAILABLE CONTROL TECHNOLOGY.

ON JANUARY 20, 1972, NATO NATIONS RESOLVED " TO USE, WHERE APPROPRIATE FOR SETTING UP NATIONAL AIR QUALITY MANAGEMENT PROGRAMS, THE SYSTEMS METHODOLOGY GENERATED BY THE CCMS PILOT STUDY".

LAST NOVEMBER, FRANCE, GERMANY, ITALY, NETHERLANDS, THE UK AND US SIGNED A MEMORANDUM OF UNDERSTANDING PROVIDING FOR EXCHANGE OF TECHNOLOGY WITH RESPECT TO THE DEVELOPMENT OF LOW- POLLUTION POWER SYSTEMS. IT IS EXPECTED THAT IN THE COMING YEARS INTERNATIONAL COOPERATION WILL FURTHER THE DEVELOPMENT OF THESE SYSTEMS IN THE COUNTRIES INVOLVED.

ROAD SAFETY PILOT STUDY: THE ROAD SAFETY PILOT STUDY IS LED BY THE US (DEPARTMENT OF TRANSPORTATION) AND INVOLVES TEN OTHER NATO COUNTRIES: BELGIUM, CANADA, DENMARK, FRANCE, GERMANY, ITALY, THE NETHERLANDS, NORWAY, PORTUGAL AND THE UK. TWO NON- NATO NATIONS, JAPAN AND SWEDEN, UNCLASSIFIED

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PARTICIPATE IN THE EXPERIMENTAL SAFETY VEHICLE PROGRAM. THE PILOT STUDY IS DESIGNED TO DEVELOP AN INTERNATIONAL POOL OF ROADSAFETY KNOWLEDGEAND EXPERIENCE AND A SYSTEMS APPROACH TO THE PROBLEM. ITINCLUDES THE FOLLOWING PROJECTS:

ACCIDENT INVESTIGATION (NETHERLANDS): STANDARDIZED METHODS FOR INVESTIGATING CRASHES AND DESCRIBING THE RESULTING INJURIES AND VEHICLE DAMAGE.

ALCOHOL AND HIGHWAY SAFETY (CANADA): ALTERNATIVES FOR DEALING WITH DRUNK DRIVERS, PARTICULARLY PROBLEM DRINKERS.

MOTOR VEHICLE INSPECTION (GERMANY): AUTOMATED DIAGNOSTICS AND OTHER METHODS FOR KEEPING VEHICLES IN SAFE WORKING CONDITION.

EMERGENCY MEDICAL SERVICES (ITALY): METHODS FOR

GETTING PROPER MEDICAL ATTENTION TO INJURED MOTORISTS.

PEDESTRIAN SAFETY (BELGIUM): ALTERNATIVES FOR PROTECTING PEDESTRIANS THROUGH STREET LAYOUT, VEHICLE DESIGN, EDUCATION AND TRAINING OF DRIVERS.

ROAD HAZARDS (FRANCE): COST EFFECTIVE IDENTIFICATION AND CORRECTION OF DANGEROUS HIGHWAY LOCATIONS WITH BAD ACCIDENT RATES.

EXPERIMENTAL SAFETY VEHICLE (US): DEMONSTRATION OF THE FEASIBILITY AND PERFORMANCE OF NEW SAFETY FEATURES ANTICIPATING REGULATIONS FOR PRODUCTION CARS; DEVELOPMENT OF TECHNOLOGY FOR DESIGNING SAFETY INTO A VEHICLE AS A WHOLE, AND PROMOTION OF INTERNATIONAL COOPERATION IN SHARING THE NEW TECHNOLOGY INVOLVED. PRACTICALLY EVERY MAJOR AUTO MANUFACTURER IN THE WORLD IS PARTICIPATING.

END TEXT.

BEGIN TEXT ESV HANDOUT:

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COMMITTEE ON THE CHALLENGES OF MODERN SOCIETY
ROAD SAFETY PILOT STUDY
INTERNATIONAL EXPERIMENTAL SAFETY VEHICLE (ESV) PROJECT

UNDER THE ESV PROJECT OF THE CCMS ROAD SAFETY PILOT STUDY, AUTOMOBILES ARE BEING DESIGNED WITH SAFETY CONSIDERATIONS AS THE PRIMARY CRITERIA. THE PRINCIPAL OBJECTIVES ARE:

DEMONSTRATE THE FEASIBILITY AND PERFORMANCE
OF NEW SAFETY FEATURES.

DEVELOP TECHNIQUES FOR DESIGNING SAFETY INTO A
VEHICLE AS A WHOLE RATHER THAN AS AN " ADD- ON."

STIMULATE THE DEVELOPMENT OF NEW TECHNOLOGY IN
VEHICLE SAFETY.

PROMOTE INTERNATIONAL COOPERATION IN DEVELOPING
AND SHARING THE NEW AUTO SAFETY TECHNOLOGY.

THE MAJOR SAFETY PERFORMANCE REQUIREMENTS ARE IN
THE AREAS OF:

CRASH INJURY REDUCTION -- THE ESV MUST PROTECT
OCCUPANTS FROM DEATH OR SERIOUS INJURY IN THE

EQUIVALENT OF A 40-50 MPH HEAD- ON CRASH INTO A RIGID BARRIER, SIDE POLE IMPACT, AND ROLLOVER, WITHOUT PRESENTING UNNECESSARY HAZARDS TO OTHER AUTOMOBILES OR PEDESTRIANS.

ACCIDENT AVOIDANCE -- THE ESV MUST MEET STRINGENT SPECIFICATIONS ON BRAKING, STEERING, HANDLING, LIGHTING, VISIBILITY, AND OTHER FEATURES WHICH WILL AID IN THE DRIVER AVOIDING CRASHES.

BECAUSE THE FRIGHTFUL TOLL OF DEATHS AND INJURIES FROM MOTOR VEHICLE ACCIDENTS IS A SOCIAL PROBLEM OF INCREASING CONCERN IN EVERY NATION OF THE WORLD, THE UNITED STATES IS LEADING A PILOT STUDY IN THIS AREA. THE OVERALL PROGRAM INCLUDES A NUMBER OF INDIVIDUAL PROJECTS
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LED BY A NATO ALLY WITH THE OTHER NATO COUNTRIES AS WELL AS NON- NATO COUNTRIES PARTICIPATING IN VARYING DEGREES. THE INTERNATIONAL ESV EFFORT IS ONE OF THESE PROJECTS. OTHER STUDY PROJECTS AND THEIR LEADERS ARE ACCIDENT INVESTIGATION (THE NETHERLANDS), ALCOHOL AND HIGHWAY SAFETY (CANADA), MOTOR VEHICLE INSPECTION (GERMANY), EMERGENCY MEDICAL SERVICES (ITALY), PEDESTRIAN SAFETY (BELGIUM), ROAD HAZARDS (FRANCE).

THE FEDERAL REPUBLIC OF GERMANY, ITALY, FRANCE, AND THE UNITED KINGDOM ARE ACTIVELY WORKING ON THE DEVELOPMENT OF ESV' S. TWO NON- NATO COUNTRIES, JAPAN AND SWEDEN, ARE ALSO ACTIVE PARTNERS IN THIS SAFETY VEHICLE EFFORT. ALL PARTICIPANTS ARE KEPT INFORMED OF THE PROGRESS IN THE OTHER EFFORTS BY EXCHANGE VISITS BY TEAMS OF ENGINEERS, AND OPEN DISCUSSIONS AT PUBLIC MEETINGS HELD IN CONJUNCTION WITH THE CCMS PROGRAM. THE FIRST OF THE MAJOR MEETINGS ON ESV DEVELOPMENT WAS HELD IN PARIS, JANURAY 1971; THE SECOND IN STUTTGART IN OCTOBER 1971; THE THIRD IN WASHINGTON IN MAY 1972; THE FOURTH CONFERENCE WAS HELD IN KYOTO, JAPAN, IN MARCH OF 1973. THE FIFTH CONFERENCE IS SCHEDULED FOR LONDON DURING THE SPRING OF 1974.

IN THE UNITED STATES, THE LEAD COUNTRY FOR THE ESV PROGRAM, CONTRACTS WERE AWARDED TO TWO NON- AUTOMOBILE COMPANIES, FAIRCHILD INDUSTRIES AND AMF INCORPORATED. FOLLOWING THI , GENERAL MOTORS CORPORATION AND THE FORD MOTOR COMPANY EACH JOINED THE PROGRAM UNDER A ONE DOLLAR CONTRACT WITH THE GOVERNMENT TO DEVELOP THEIR OWN ESV' S. ALL FOUR COMPANIES HAVE DEVELOPED PROTOTYPE VEHICLES OF APPROXIMATELY 2000 KG (4400 LBS) WEIGHT TO MEET HIGH LEVELS OF SAFETY PERFORMANCE.

JAPAN HAS SUBSIDIZED ESV RESEARCH AND THREE OF THE MAJOR JAPANESE AUTOMOBILE MANUFACTURERS HAVE MADE LARGE INVESTMENTS IN THE DEVELOPMENT OF ESV'S. NISSAN(DATSUN)

IS PRODUCING ESV PROTOTYPES OF 1200 KG (2600 LBS) WEIGHT RANGE; HONDA IN THE 820 KG (1800 LBS) CATEGORY; AND TOYOTA IN THE 900 KG (2000 LBS) CATEGORY.

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IN THE FEDERAL REPUBLIC OF GERMANY, MERCEDES- BENZ HAS CREATED ESV MODELS IN THE 2100 KG (4600 LBS) WITH RESTRAINT AND ENERGY ABSORBING STRUCTURE COMBINED WITH SOME OF THE CONVENIENCE FEATURES AND STYLING FOUND IN THEIR REGULAR PRODUCTION VEHICLES. VOLKSWAGEN HAS DEVELOPED AN ESV IN THE 1450 KG (3200 LBS) RANGE WITH CONSIDERATION OF COST EFFECTIVENESS AND THE PROBLEM OF AGGRESSIVITY, I. E. , THE PROBLEM OF LARGE VS. SMALL CARS IN A COLLISION. OPEL HAS CONDUCTED STUDIES AND TESTS OF THE ENERGY AND FORCES INVOLVED IN AUTOMOTIVE COLLISIONS .

THE UNITED KINGDOM UNTIL RECENTLY HAS CONCENTRATED ON THE DEVELOPMENT OF SYSTEMS AND SYSTEMS BY THE AUTOMOBILE MANUFACTURER AND THEIR SUPPLIERS. SOME OF THEIR SYSTEMS HAVE BEEN INCORPORATED BY BRITISH LEY- LAND INTO ESV MODELS OF THE MGB AND TRIUMPH. THE UK IS STARTING WORK ON CONSTRUCTION OF NEW TOTAL VEHICLE ESV'S WITH PARTICULAR EMPHASIS ON AGGRESSIVITY.

ITALIAN COMPANIES PARTICIPATING IN THE ESV PROGRAM OF ITALY ARE FIAT AND ALFA ROMEO. FIAT HAS DEVELOPED THREE MODELS OF AN ESV IN THE WEIGHT OF 680 KG (1800 LBS), 820 KG (1800 LBS) AND 1000 KG (2200 LBS). THE SMALL FIAT ESV WAS CRASH TESTED IN THE UNITED STATES IN ORDER TO OBTAIN INSIGHT ON THE PROBLEM OF LARGE VERSUS SMALL CAR COLLISION DAMAGE.

FRANCE WITH COOPERATION OF CITROEN, PEUGEOT- RENAULT IS SUPPORTING THE ESV PROGRAM. THE FRENCH EXPERIMENTAL SAFETY SUB- SYSTEM (ESSS) PROGRAM IS STUDYING THE SAFETY PROBLEM FROM THE SUB- SYSTEMS LEVEL BEFORE ENTERING INTO DEVELOPMENT OF A COMPLETE ESV.

IN SWEDEN, THE SWEDISH BOARD FOR TECHNICAL DEVELOPMENT AND SAAB- SCANIA AND VOLVO ARE WORKING ON VARIOUS PORTIONS OF THE ESV PROGRAM. VOLVO HAS DEVELOPED THEIR OWN VERSIONS OF THE VOLVO EXPERIMENTAL SAFETY CAR (VESC) OF 1450 KG (3200 LBS) CURB WEIGHT.

CANADA IS PARTICIPATING THROUGH THE CANADIAN GM AND FORD COMPANIES. OTHER NATO AND NON- NATO COUNTRIES

ARE FOLLOWING AND SUPPORTING THE ESV PROGRAM IN VARYING
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DEGREES.

THE ESV PROGRAM HAS INVOLVED THE MAJOR AUTO MANUFACTURERS OF THE WORLD IN THIS COOPERATIVE EFFORT TO DEVELOP SAFETY CARS. IT HAS FOSTERED THE INTERNATIONAL EXCHANGE OF INFORMATION ON VEHICLE SAFETY DESIGN AMONG AUTO MANUFACTURERS, RAISED THE AWARENESS OF GOVERNMENTS AND THE PUBLIC OF THE POSSIBILITIES FOR PRODUCING SAFER CARS, AND BROUGHT THE DAY CLOSER WHEN CONSUMERS CAN PURCHASE CARS WHICH WILL BE FAR SAFER THAN CURRENT MODELS.

AS THE BODY OF KNOWLEDGE BUILDS UP FROM THESE ESV DEVELOPMENTS AND TESTS, WORK WILL PROCEED ON DRAFTING THE REGULATIONS FOR SIMILAR PERFORMANCE REQUIREMENTS OF PRODUCTION VEHICLES, TAKING INTO ACCOUNT THE TIME NECESSARY TO ADAPT THE RESEARCH FINDINGS INTO PRODUCTION VEHICLES AT PRICES PEOPLE CAN AFFORD. END TEXT ESV HANDOUT. ROGERS

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Message Attributes

Automatic Decaptioning: X
Capture Date: 02 APR 1999
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: n/a
Control Number: n/a
Copy: SINGLE
Draft Date: 29 MAR 1973
Decaption Date: 01 JAN 1960
Decaption Note:
Disposition Action: n/a
Disposition Approved on Date:
Disposition Authority: n/a
Disposition Case Number: n/a
Disposition Comment:
Disposition Date: 01 JAN 1960
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1973STATE058341
Document Source: ADS
Document Unique ID: 00
Drafter: DOT/ NHTSA: JBURKE: EUR/ RPM: CHSANDERS
Enclosure: n/a
Executive Order: N/A
Errors: n/a
Film Number: n/a
From: STATE
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1973/newtext/t19730346/abqcdxnr.tel
Line Count: 350
Locator: TEXT ON-LINE
Office: n/a
Original Classification: UNCLASSIFIED
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 7
Previous Channel Indicators:
Previous Classification: n/a
Previous Handling Restrictions: n/a
Reference: n/a
Review Action: RELEASED, APPROVED
Review Authority: boyleja
Review Comment: n/a
Review Content Flags:
Review Date: 28 AUG 2001
Review Event:
Review Exemptions: n/a
Review History: RELEASED <28-Aug-2001 by williad>; APPROVED <24-Jan-2002 by boyleja>
Review Markings:

Declassified/Released
US Department of State
EO Systematic Review
30 JUN 2005

Review Media Identifier:
Review Referrals: n/a
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
Secure: OPEN
Status: NATIVE
Subject: CCMS: APRIL PLENARY - ESV AND LPPSDEXHIBIT
TAGS: SENV, NATO
To: OTTAWA INFO NATO
Type: TE
Markings: Declassified/Released US Department of State EO Systematic Review 30 JUN 2005